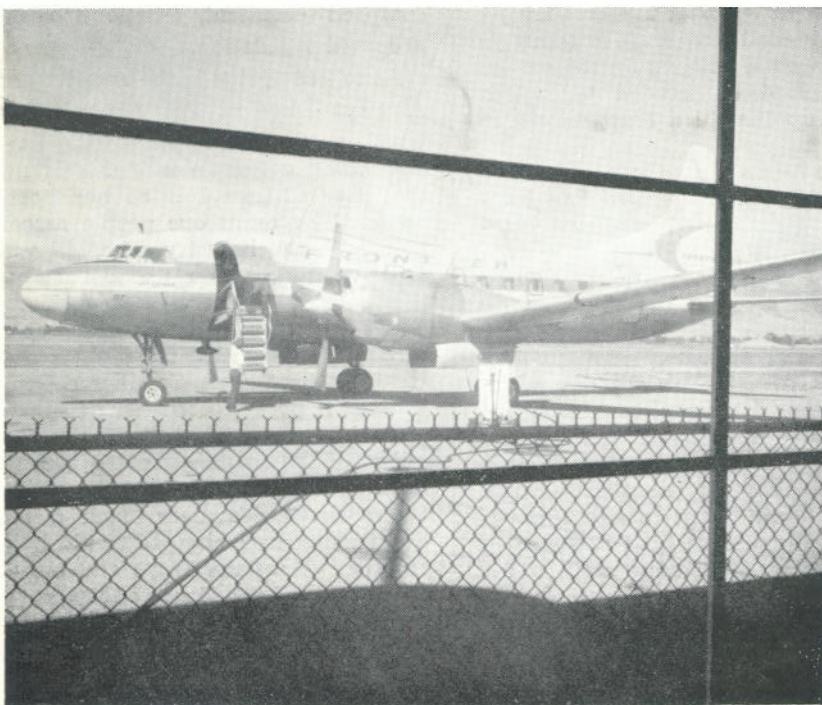




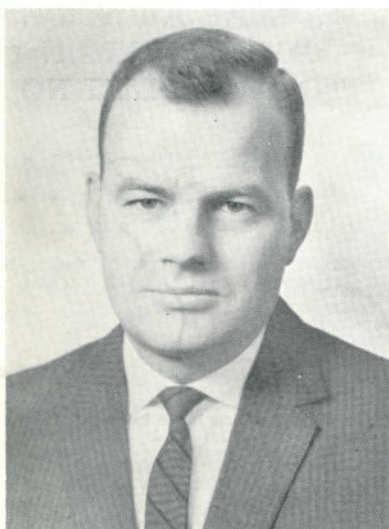
MONTANA AERONAUTICS COMMISSION

Volume 19—No. 9

September, 1968

T. D. JACKSON APPOINTED AVIATION EDUCATION SUPERVISOR

Thomas "Duane" Jackson has been appointed Aviation Education Supervisor for the Montana Aeronautics Commission.



T. Duane Jackson

Duane Jackson has an extensive education background and has completed five and one half years of classroom teaching in Montana. A Montana native, he attended elementary, high school and the School of Mines in

Butte. He served in the United States Army from June of 1953 until May of 1955. Following his discharge, he returned to Montana and continued his education at the University in Missoula where he received his B. A. Degree. From 1959 to 1962 he continued his study of languages by attending Universities in Portland, Oregon; Austin, Texas; Wurzburg, Germany, and Ann Arbor, Michigan. He is presently completing the requirements to obtain a Master's Degree from the University of Montana.

Duane's aviation qualifications are: He holds a commercial pilots license with advanced ground and flight instructor ratings. He has given both Ground School and Flight instruction during the past four years.

A definite asset to his new position is his experience as Director of the Aerospace Workshop at Western Montana College in Dillon for the past two years as the Teacher Workshops are a major program administered by the Aviation Education Supervisor.

The Montana Aeronautics Commission held their August meeting in Glasgow, Montana. Carl "Bill" Bell, commission member, hosted the Commission at a dinner in the Bell home following the meeting.

NORTHWEST SECTION OF LADIES 99s HOLDS ANNUAL MEETING

The annual convention of the Northwest Section of the Ladies 99s was held at the Yogo Inn in Lewistown on August 16, 17 and 18th. The Northwest Section consists of 99's from the eight states of Washington, Idaho, Alaska, North Dakota, South Dakota, Wyoming, Oregon and Montana.

Forty-six members registered for the 3 day meeting with 20 airplanes arriving in spite of not too favorable weather conditions. The others arrived via commercial airlines and various means of ground transportation.

Registration was held Thursday night and Friday morning. Section officers' meetings were held throughout Friday and a barbecue was held at the Elks Country Club that evening.

Saturday was the General Session and election of officers.

New officers elected were:

Millie Shinn of Spokane, Washington — Governor (Former Charter Member of Montana 99's)

Laulette Hansen, Havre, — Vice Governor

Barbara Daufel, Portland, Ore. — Secretary

Continued on Page 3

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698

Helena, Montana 59601

Tim Babcock, Governor

Charles A. Lynch, Director

E. B. (Ted) Cogswell, Chairman
Clarence R. Anthony, Vice-Chairman
Robert H. Howe, Secretary
Carl W. (Bill) Bell, Member
Gordon R. Hickman, Member
Walter Hope, Member
Jack R. Hughes, Member



Director's Column



FLYING WEDGE

A goodly number of years ago the "flying wedge" was a maneuver used by some of the roughest and toughest college football players around the nation and frequently ended up being a devastating maneuver for the opposing team.

We have, however, in the jet age developed an entirely new "flying wedge." This is the new jet age flying wedge utilizing the irresistible force of public opinion to psychologically divide the owners and operators of small aircraft from the owners and operators of large scheduled transport category aircraft.

Like any illness it will ultimately adversely affect all those afflicted. It is regrettable that recent press releases and articles, appearing in both the house organ type magazines published by numerous large carriers and in national publications, have a tendency to attempt to sell the general public pictorially and editorially that the small aircraft on the lead end of the line of twelve aircraft on the taxi strip awaiting take-off is a "culprit" who adversely affects the travel patterns and schedules for all of America's flying businessmen.

Nowhere in the publication is the

fact brought out that the first big jet parked behind the little aircraft is the one who is holding up the second big jet. And the second big jet is holding up the third big jet, and so on.

As the battle rages there appears to be growing confusion, growing comment and unlimited confused comment.

For the last two years certificated carriers have been blaming general aviation for almost all delays and congestion at the so-called major hub airports. Then one recent day when air traffic at major metropolitan areas narrowly missed coming to a screeching halt, it was discovered that few general aviation aircraft were flying, at least to any appreciable amount. It has been reported at JFK in May, 1968, there were 37,000 movements; 20,000 of these were by the scheduled domestic carriers, 8,000 by scheduled international carriers, 4,000 by air taxi operators and 2,400 by "private" and business flights. The delays continued and grew.

Next in line of course to receive the blame were the air traffic controllers. All too frequently on scheduled flights into the major metropolitan areas, we hear from the Captain's Chair over the loud speaker system that "We regret the delay, we will be cleared for an approach as soon as the small aircraft ahead of us has landed." Or the new line is "We are trying to keep to our schedules but the controllers are holding us back."

The real oddity to the entire problem is that while one segment of the industry claims priority to the use of certain metropolitan airports, they at the same time, based on the sheer numbers of aircraft in the other segment of the industry, are demanding that the segment shoulder a 'fair share' of the cost of operation of the airports and airways.

How can some one have a fair share of the cost of the operations of a facility when they could conceivably end up with no priority whatsoever for the use of that facility, and their use would be limited to incidental operations permissively allowed by the major carriers in off hours?

On top of all this now, certain legislation has been introduced bearing assigned bill numbers from both the House and the Senate. Titles to the bills have been modified so as to leave almost everyone even remotely interested in the problem, in a state of

confused comment, relative to the proposed legislation.

As to S3641, this is the Airport and Airways Development Act of 1968, which presently lies before the Senate. Being a Senate bill, this is not the User Charge Bill as has been assumed by numerous people associated with the industry. The bill was to have been taken up just before the August recess, but its consideration was postponed because of public confusion concerning some of its provisions. The Senate Commerce Committee Report recommended three user charges. The bill, however, provides for the establishment of a trust fund IF user charges are subsequently approved. However, such a bill establishing user charges would have to come out of the Ways and Means Committee of the House of Representatives. S3641 is on the Senate calendar and may be ultimately reported directly to the floor.

The House Interstate and Foreign Commerce Committee has not yet begun its consideration of a companion bill HR17418 and advises that it has not yet decided whether there will be hearings following the reconvening of Congress in September.

At this moment therefore it is safe to assume that the "user charge" bills have not as yet been introduced on the floor of the House.

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	Sept.	Oct.	Nov.
Culbertson	11	2	13
Glasgow	26		21
Glendive		16	
Lewistown		30	
Miles City	25		20
Sidney	5	3	7
Great Falls	26	24	21
Missoula			

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, ON AN APPOINTMENT BASIS ONLY at the following FAA Flight Service Stations:
Bozeman
Butte
Cut Bank
Dillon
Great Falls
Lewistown
Livingston
Miles City
Missoula

ATC Clearance: A verbal method of compelling a pilot to fly a route and altitude he otherwise would never have chosen.



99's Group left to right: Carol Fraser, Lewistown; Flo Majerus, Lewistown; Laulette Hansen, Co-chairman, Havre; Ilonene Potter, Governor, N. W. Section, Seattle; Joan Orley, Co-chairman, Lewistown. (Betty Jo Finnicum photo)



The 99's opened their northwest sectional meeting with the arrival of two planes for display at the Yogo Inn parking lot. Co-chairmen, Joan Orley and Laulette Hansen are assisted by Willy Rimby and Mike Biggerstaff of Skycraft, Lewistown's flight operation. (Betty Jo Finnicum photo)

Hilda Elliot—Treasurer.

Bellingham, Washington was selected as site of the 1969 Convention.

Fritz Lueneburg, Supervising Inspector of the FAA's GADO in Billings was the featured luncheon speaker.

The evening banquet was held at the Yogo Inn. Jack Wilson, MAC's Chief of Safety and Education was master of ceremonies and Gini Richardson, Yakima, Washington (third place winner in the 1968 Powder Puff Race) was featured speaker and presented movies of the 1967 Powder Puff Race.

The Woman of Achievement Award was presented to Irene Anerode of Spokane, Washington. The Award is chosen on the points system and pre-

sented to the most promising woman pilot in the 8 state section. (Montana's 99 Pearl Magill of Glasgow was the '67 winner.)

Special guests attending were: Outgoing Governor, Northwest Section, Ilonene Potter, Seattle, Washington; International Officers; Lydiellen Hagen, Spokane, Wash., Secretary and Gene Nora Jessen, Boise, Idaho, National Executive Board Member.

Montana Chapter Officers: Karin Ribb, Hamilton, Chairman; Bev Ledbetter, Havre. Vice Chairman and Ann Hafer, Billings, treasurer.

To conclude the event, the Central Montana Hangar held a "Send Off" Breakfast for the 99's on Sunday morning.

Co-chairmen, Joan Orley, Lewis-

town and Laulette Hansen, Havre, did an outstanding job throughout and the lady pilots attending thoroughly enjoyed the entire program and the Montana hospitality.

AIR CADETS VISIT MONTANA

Forty-five cadets from six foreign countries attended the International Air Cadet Exchange held in Helena, August 1 through 3. Attending were seven Cadets from Jamaica; seven from El Salvador, six from Turkey, seven from Switzerland, nine from Norway and nine from Germany.

The exchange program is an annual event designed to promote good will and knowledge between the United States and foreign aviation organizations.

Upon arrival, the Montana Wing of the Civil Air Patrol hosted the group at a luncheon held at Carroll College. Charles A. Lynch, Commission Director and representative of Governor Babcock, presented the luncheon address. Mr. Lynch stated that the International Air Cadet Exchange Program was originated in 1947 by Major General Lucas V. Beau, U.S.A.F. As National Commander, Beau arranged the exchange between U.S. CAP cadets and the Air Cadet League of Canada. Mr. Lynch recapped a few of the major aviation developments and noted the tremendous progress in aviation during these past 21 years. He accented that there was a wonderful age ahead in aviation for the Cadets.

The visitors enjoyed three full days of sightseeing in the Capitol City which included a performance at the Old Brewery Theater, picnic at the Gates of the Mountains, an evening at the Last Chance Stampede and orientation flights with pilots of the Montana National Guard.

HARLOWTON ANNUAL FLY-IN

Harlowton's annual Fly-In will be September 22nd and is held in conjunction with the Kiwanis Pancake Breakfast. Breakfast and transportation will be FREE for all pilots and passengers.

TAKE THE FAMILY
GOOD FOOD AND COMPANY
AWAIT IN HARLOWTON
ON SEPTEMBER 22nd.



CALENDAR

September 2, Glendive—Fly-In Breakfast and Airshow on Labor Day.

September 10-11, Helena—Montana Aeronautics Commission's monthly meeting.

September 11-13, Great Falls—The Federation of Rocky Mountain States, Inc. Fourth Annual Meeting at the Rainbow Hotel.

September 16-20, Portland, Oregon—National Association of State Aviation Officials Annual Convention.

September 22, Harlowton—Annual Fly-In held in conjunction with the Kiwanis Pancake Breakfast. Pilots and passenger's breakfast and transportation free.

September 24-29, Las Vegas, Nevada—AOPA 1968 Plantation Party. The Riviera and Sahara Hotels.

September 27, Sidney—Montana State Chamber of Commerce Meeting.

September 27 & 28, Sun Valley, Idaho—International Northwest Aviation Council's Annual Convention.

September 28, Circle—Airport Dedication held in conjunction with Circle's Town and Country Celebration. Fly-In Breakfast from 7:00 a.m. until 10:00 a.m. sponsored by the Chamber of Commerce.

September 28 & 29, Boulder—Diamond S. Ranch—Montana Pilots Association's Fall Fly-In.

October 1-4, Blackburg, Virginia—NATA's Fourth Annual General Aviation Executive Management Course.

October 4-6, Great Falls—Montana Flying Farmers and Ranchers Convention.

October 7, 8 & 9, Norman, Oklahoma—National Airports Conference sponsored by the American Association of Airport Executives and the University of Oklahoma.

October 8, 9 & 10, Houston, Texas—National Business Aircraft Association's Annual Convention.

October 18, 19 & 20, El Paso, Texas—National Pilots Association's 1968 General Membership Meeting and Fall Fiesta Fly-In Weekend. Headquarters at Hilton Inn, El Paso.

December 9-13, Hollywood, California—National Aviation Trades Association's Annual Convention. Headquarters Diplomat Hotel.

AIR TAXI MAIL PROGRAM INCREASING

Last month, the U.S. Post Office Department marked the 50th anniversary of the first airmail flight in 1918. Ten years after that first flight, Robertson Airways put their 1928 Cessna Model AW in operation to carry airmail as well as passengers and cargo.

General aviation aircraft are still carrying airmail and in 1967, the air taxi mail program served 139 Post Office sectional centers which han-

dled mail from nearly 9,600 communities. During the year, 300,000 ton-miles of mail were flown by air taxi operators in general aviation aircraft.

The new report of the Federal Aviation Administration predicts the rapid growth will result in \$15 million in revenue for air taxi operators by 1972, flying 35.3 million ton-miles of mail. The report also forecast that by 1972 air taxis will serve 17,000 additional communities.



Robertson Airways 1928 Cessna Model AW



Shown "unloading the mail" following the inauguration of Montana's air taxi mail delivery in the fall of '67. Left to right: Robert Lohof, Holman Aviation; Ray Skovgaard, Lynch Flying Service; Jack Wayman, Combs; Louis Schwarzhans and Jack Darlow employees of the Helena Post Office.

OPERATORS NOTE:

Available at no charge from the Montana Aeronautics Commission: Density Altitude Charts, Flight Plan Posters, Airport Warning Posters and Flight Plan/Weather Logs.

SCHOOLS NOTE:

Available at no charge from the Montana Aeronautics Commission: Cloud Charts and Weather Booklets.

AIRPORT NOTES

Fort Peck

Airport Engineer Worthie Rauscher conducted an airstrip site investigation for an organization formed by a group of individuals promoting the development of a recreational area on the east shores of Fort Peck Reservoir. His report has been submitted to Dr. Little of Glasgow, who is the President of the organization.

Glendive

Northwest Engineering of Rapid City, South Dakota, has started construction on the new air carrier airport. This airport will accommodate the Convair 580. This project should be completed this fall, weather permitting.

Willow Creek Runway Markers

Approval was granted by the Aeronautics Commission to place 40 cone markers on the Willow Creek Airstrip. The Flying Farmers from Montana, Alberta and Saskatchewan have developed this very fine border crossing airstrip at the Willow Creek Station thirty-five miles north of Havre. The airstrip is solely on the Saskatchewan side of the border.

Kalispell

The Flathead County Airport Board has awarded the contract to Sardon Construction Co. of Kalispell for the addition of an 800 square foot area to the airport administration building. The contract was for \$23,129 on the addition to the building.

MEMO TO PILOTS FROM COLUMBUS

Traffic Patterns

The town of Columbus and the airport commission is pleased to report a tremendous increase in traffic at the local airport. Unfortunately with the increase in operation activity there have been a number of observances of improper approach and landing pattern procedures. In order to correct this problem, the Airport Commission wishes to notify all pilots that: "The Columbus Airport has a standard left hand pattern!" Airport Management states that the left hand pattern is mandatory!

Unicom

The Airport Commission recommends that all aircraft operating in the immediate vicinity of Columbus—Monitor and Use the Columbus Unicom.

TEAMWORK

ACCOMPLISHES AIRPORT OVERLAY PROJECT

The County of Rosebud and the town of Forsyth crews have joined forces to speed the re-oiling of the city-county airport. The crushed gravel was trucked 10 miles to the airport by both city and county dump trucks and loaded by the county's AC 2 yard articulated loader. When the job is completed the city will use the machine to load chips for stockpiling—which material will later be used to oil and patch the city streets.

This example of excellent relations between local government agencies, a joint effort and the sharing of equipment, will lessen capital outlay expenses and assist in future tax savings in addition to accomplishing the necessary airport work, faster and more efficiently.

FRONTIER AIRLINES TRAFFIC REPORT

Passenger traffic flown on Frontier Airlines increased 54 percent during the first seven months of this year. There was a 48 percent gain in July passenger traffic which amounted to 83,431,000 revenue passenger miles.

The Montana cities served by Frontier had the following passenger boardings during July along with percentage differential compared to July boardings one year ago. Montana passenger traffic on Frontier Airlines showed a healthy increase throughout the majority of the twelve cities in Montana served by the carrier. Much of these increases reflected improved business activities throughout Montana plus the attractions of low-cost fares such as the Family Plan and Standby Fares. Both the Glendive and Sidney airports have been closed to jet-prop Convair 580 service until airport improvements can be completed to accommodate the larger aircraft. In the interim period air service has been provided by Combs Airways, which has been servicing these communities plus Miles City with twin-engine Aero-Commander 500 aircraft.

City	1968	1967	Incr. %
Billings	4,761	2,849	+67
Bozeman	585	No-Op	—
Great Falls	1,927	1,176	+64
Havre	117	58	+102
Miles City	252	196	+29
Missoula	1,148	No-Op	—
Wolf Point	161	87	+85
W. Yellowstone	661	438	+51

AIRPORT POSTERS AVAILABLE

Recently the Montana Aeronautics Commission distributed a warning poster to all airport managers and flight operations for posting on all airports. If you have not received posters for your airport or received an insufficient number, please notify the Commission and they will be forwarded immediately.

The posters state the following: Warning! Federal Offense! Damaging or disabling any aircraft located on this airport by stealing radios, navigation equipment, auto-pilots, engines, propellers, fuel, or any other part is, in most cases, a Federal Offense punishable by fines up to \$10,000, imprisonment for 20 years, or even death if such a theft causes an accident resulting in loss of life. The Federal Bureau of Investigation will be notified.

NATA ANNOUNCES EXECUTIVE MANAGEMENT COURSE

The National Aviation Trades Association has announced its participation in the fourth annual General Aviation Executive Management Course to be given in conjunction with Virginia Polytechnic Institute this fall. The dates of the course are Tuesday, October 1 through Friday, October 4, 1968.

The program, which will be held at the VPI campus in Blacksburg, Virginia, is designed to give general aviation businessmen the basics of good business methods and practices to help them operate at a profit. The course is divided into two sections, Phase I for those attending the course for the first time. Phase II is open only to those who have previously attended the course.

Phase I—Creative Selling—Financial Planning—Insurance—Personnel and Labor Relations—Pricing for Profit. **Phase II**—Maintenance—Line Operations—Flight Instruction—Transportation Services—Sales.

Because registration is limited, NATA members will be given first consideration. This course has been a sell-out for the last three years and early application is recommended! The fee for the course is \$125.00.

Additional information can be obtained from NATA Headquarters or the VPI Continuing Education Center in Blacksburg, Virginia 24061.

On the Legal Side COMBS AIRWAYS HEARING

The hearing of Combs Airways, Inc., Billings, was held August 22, 1968 in the Board Room of the Aeronautics Commission Office located on the Helena Airport. Participants appeared before Mr. William G. Sternhagen, Hearing Examiner for the Aeronautics Commission, on Combs Airways, Inc.'s application for a permanent Certificate of Public Convenience and Necessity to operate as a scheduled common air carrier of passengers and property between Billings and Lewistown, Montana.

The Commission was represented by Mr. Charles A. Lynch, Director: Mr. Henry Loble, Commission Attorney conducted the cross-examination.

Court Reporter was Phyllis Yalovich of Helena.

Appearing before Examiner Sternhagen were: H. B. "Terry" Combs, Jr., President of Combs Airways, Inc.; and B. E. "Bud" Longo, Attorney for Combs Airways, Inc.

Giving testimony on behalf of Combs Airways, were:

Name	Representing
Daniel R. Kraber	Frontier Airlines
Art Wiedeman	Lewistown Airport Com.
Leon Jacobs	Lewistown Airport Com.
Pete J. Tuss	Lewistown City Council
Dick Langford	Lewistown Airport Mgr.
Robert D. Brassey	Office of the Mayor of Lewistown
George Stilson	Fergus County Commissioners
Jack Lawson	Billings Chamber of Commerce

No protests to the application were received.

The recommendation of Hearing Examiner Sternhagen will be made immediately upon receipt of the transcript of the hearing.

BOOK ON AVIATION LAWS AND REGULATIONS

A 143 page loose-leaf book entitled "Montana Aviation Laws and Regulations," compiled by the Legal Department of the Montana Aeronautics Commission, will be ready for distribution to interested persons in approximately 30 days.

The book contains the State Aeronautical Act, Title 1, Revised Codes of Montana, 1947; portions of all other Titles pertinent to aviation and the Regulations of the Montana Aeronautics Commission. It will be complete with the acts passed during the 40th Legislative Assembly, (1967) and Commission regulations on Commercial Operators/Liability Insurance; Aircraft Registration and the Air Carrier Regulations and Rules of Practice.

The Laws and Regulations Book will be up-dated following any future legislative action pertaining to aviation.

NPA's WESTERN FLY-IN AND ANNUAL MEMBERSHIP MEETING

NPA President Allen F. Edwards has announced that "The National Pilots Association moves westward for a major national function for the first time in several years," in designating El Paso, Texas as the site of the group's 1968 General Membership Meeting and Fall Fiesta Fly-In weekend, scheduled October 18-19-20, 1968. Headquarters will be the Hilton Inn at the El Paso International Airport.

At a special Saturday morning seminar leading aviation figures will discuss general aviation's problems, with particular accent on the current situation in Washington, D.C. concerning pending legislation and airspace rule-making. A report from the National Aeronautics and Space Administration will be a highlight of the luncheon banquet in the Hilton's Crystal Ballroom.

As always with NPA's varied program for holiday Fly-Ins, a single NPA registration fee payable upon arrival at Fly-In headquarters covers all special events, including transportation back and forth across the international border to and from Juarez.

NPA's annual meeting is scheduled to coincide with the 1968 Mexico Olympics and provides a convenient beginning or return stop for flights to "Los Juegos Olimpicos."

NPA urges all members to attend for both the serious and the relaxing parts of the Fiesta program! Non-members are welcomed for all or part of the complete three-day program.

For more information all pilots are invited to write: NPA, 806 15th Street, N.W., Washington, D.C. 20005.

HAVE YOU READ?

"YELLOWSTONE AND THE BIG SKY COUNTRY"—AOPA Pilot, August '68 issue.

This is an excellent article written by Donald Chase on Yellowstone Park, the surrounding tourist attractions and the background, present operation and all available facilities of the Yellowstone Airport. Encouraging tourist pilots to visit the area, the article duplicates an aerial trip of the Park and gives complete information of "What to See," accommodations and even tips on "What to Wear" to Yellowstone Park.

"MAX CONRAD'S NEXT BIG FLIGHT"—Plane and Pilot, August '68 issue.

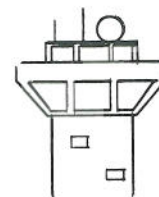
Written by Don Dwiggins this article tells of Conrad's upcoming flight to orbit the world the hard way—over the poles, various facts and figures of his aircraft and interesting bits of personal information on the "Flying Grandfather." This should interest all Montana pilots that enjoyed Max Conrad when he appeared as featured speaker at the '68 MPA convention.

TIEDOWN TECHNIQUES—Plane and Pilot—August issue.

Also written by Don Dwiggins, this is worthwhile reading and contains excellent information on the Do's and Don'ts of tying down your aircraft under various weather conditions. Dwiggins has had experience with all kinds of weather all over the U.S. including Montana.

NORTHWEST PASSAGE — August/September issue.

All Montanans should appreciate the current issue of the Northwest Passage, Northwest's Airlines magazine. The issue is almost exclusively on our state—featured is Northwest Montana "The Big Sky Country" covering Montana Yesterday, Today and Tomorrow. It is loaded with outstanding color photos including front and back covers.



TOWER

OPERATIONS

JULY, 1968

	Total Operations	Instrument Operations
Billings	16,548	1,393
Great Falls	14,145	1,515
Missoula	11,294	269
Helena	5,374	212

NEW CAP COMMANDER LT. COLONEL R. T. KING

Lt. Colonel Richard T. King has been appointed Commander of the Montana Wing of the Civil Air Patrol.



Lt. Col. R. T. King

The Montana Wing is presently comprised of 19 squadrons and 2 groups (minimum 3 squadrons each) and has a total of 246 Cadets and 177 senior members.

Lt. Colonel King is currently a Lt. Colonel in the U. S. Army and also holds the rank of Lt. Colonel with CAP. He attended Elementary and High Schools in Great Falls, and the Pasadena City College, Pasadena, California.

Lt. Colonel King entered the Army in 1943. After serving in Europe and the Pacific, he was relieved from active duty in 1948 but remained in the Army Reserve. In October 1967 he was called back to active duty and is presently serving as a unit advisor to the 396th Station Hospital in Helena, Montana.

As a civilian Lt. Colonel King owned a retail jewelry store in Sierra Madre, California. He is a private pilot working toward his commercial rating. He is a member of the American Watchmakers Institute, Reserve Officers' Assn., Experimental Aircraft Assn., and Aircraft Owners and Pilot's Assn. His hobbies are antique motorcycles and his interest in aviation.

The Kings and son Ronnie, a junior in High School live at 1016 North Warren in Helena. Son Larry, an aviation machinist mate, recently returned from a Far East tour aboard the carrier "Ranger."

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Frazier, Gerald A.—Bozeman
Hagen, Thomas L.—Billings
Heberle, Frederick H.—Forsyth
Johnson, Lowell C.—Billings
Winfrey, Bruce T.—Tacoma, Wash.

PRIVATE

Waltermire, James D.—Choteau
Wagner, Neil C.—Lewistown
Duncan, Frank L.—Malta
Roppe, Neil T.—Turner
Hamel, Wayne A.—Ronan
Hawe, Robert G.—Missoula
Werre, John D.—Kalispell
Soulam, Richard E.—Great Falls
Cline, John H.—Great Falls
Van Epps, Robert H.—Millington, N.J.
Fancher, Daniel A.—Helena
Schwarz, Harley R.—Missoula
Scott, Trenor Wm.—Grants Pass, Ore.
Lowder, Robert L.—Lewistown
Hitch, Michael L.—Malta
Sargent, Alfred E.—Dillon
Kneedler, David C.—Helena
Erickson, James R.—Kalispell
Knouf, Merle W.—Great Falls
Gabriel, Robert W.—Great Falls
Taber, Robert L.—Missoula
Ojala, Arlen E.—Missoula
Gibson, Herman—Helena
Doran, David A.—Great Falls
Halla, Robert L.—Great Falls
Riddle, William E.—Browning
Vanderjagt, Paul C.—Browning
Terry, Donald C.—Great Falls
Meland, Gary L.—Williston, N.D.
Hayden, Richard A.—Billings
Kaiser, Grant A.—Lewistown
Henning, Francis L.—Jordan
Ashmore, Norman J.—Lewistown
McDermott, John K.—Billings
Reitz, Casper C.—Billings
Pickens, James L.—Billings
Mocabee, Cecil A.—Billings
Repogle, Jerry A.—Billings
Parker, Lloyd E.—Billings
O'Connor, Dallas G.—Poplar
Maas, Brenda K.—Glasgow
Anderson, Leslie G.—Plentywood
Cawley, Wayne L.—Plentywood

COMMERCIAL

Smith, Donald S.—Great Falls
Fontaine, Eldon C.—Great Falls
Davis, Denzel C.—Great Falls

Black, Robert E., Jr.—Great Falls
Quick, Donald E.—Miami Spgs, Fla.
Frogge, Basil C.—Missoula
Johnson, Rollin A., Jr.—Missoula
Markwart, Jeffrey A.—Denver, Colo.
Thomson, Stewart L.—Lewistown
Brutosky, Boyce A.—Sun River
Small, Herbert A.—Galesburg, Ill.
Ballensky, Gary R.—Hardin
McDuffie, Gary L.—Lewistown
Carson, Lee R.—Billings
Armbruster, Edwin D.—Gamboa, Canal Zone

INSTRUMENT

Palmquist, James A.—Great Falls
Sackett, John B.—Great Falls
Gummer, Thomas E.—Missoula
Buchanan, Robert W.—Billings
Schneider, Frederick, Jr.—Helena
Shatzer, Jerry R.—Gillette, Wyo.
Ellis, Gary E.—Billings
Graham, Gerald J.—Billings
Black, Robert E., Jr.—Great Falls

MULTI-ENGINE

Lindstrom, Arthur H.—Missoula
Appleton, John J.—Lethbridge, Alb.
Stanford, LaMarr O.—Calgary
Black, Robert E., Jr. (Limited to C.T.)—Great Falls
Roberson, Samuel C.—Great Falls
Hall, Kemper W.—Great Falls
Longmire, Lloyd G.—Seattle, Wash.
Ellis, Gary E.—Billings
Schneider, Frederick, Jr.—Helena
McDuffie, Gary L.—Lewistown

SEAPLANE

Tenison, Edward O. III—Dallas, Tex.
Taylor, William R.—Great Falls

FLIGHT INSTRUCTOR

Mather, Anthony D.—Kalispell
Bonnell, Raymond H.—Seeley Lake
Reiste, William C.—Great Falls
Lareva, Leland L.—Billings
Tillitt, George N.—Forsyth
Sinner, Richard A.—Billings

FLIGHT INSTRUCTOR

INSTRUMENT

Jones, Roger E.—Helena

FLIGHT INSTRUCTOR GLIDER

Albright, Rolan T.—Roundup

INSTRUMENT GROUND

INSTRUCTOR

Smuin, Douglas K.—Missoula
Kelly, Michael J.—Bozeman
Rudin, Judith A.—Billings

ROTOCRAFT

Ballinsky, Gary R.—Hardin

AIRFRAME MECHANIC

Howell, William J.—Missoula

SENIOR PARACHUTE RIGGER

Schmidt, Martin J.—Napoleon, N.D.
Johnson, Marc Wm.—Arletta, Calif.
Streich, Eldon A.—Missoula



IS PROFESSIONALISM RESTRICTED TO THE AIR PILOT

By Lauren D. Basham
GA Operations Inspector
GADO No. 9

One of the major continuing problems facing the aviation industry is that of **Safety**. Accordingly, no facet of the industry has received greater emphasis in the general aviation field than that of accident prevention. Statistics indicate that a high percentage of general aviation accidents result from one or more of the following:

1. A complacent attitude toward safety
2. Lack of sound judgment
3. Lack of basic skills
4. Lack of knowledge

In our efforts to search out underlying problem areas, we must consider the role of management in the flight instructional field. There are those fixed base operators who rightly recognize student instruction as a vital part of the aviation industry, and there are those who consider student instruction merely a necessary evil. Whatever their views, no worthwhile purpose can be served by half-hearted participation. Management should make every effort to support the flight-training enterprise. To accomplish this, both company management and the instructor staff should give serious consideration to the semantics of "professionalism" and in so doing, their efforts will be directed toward the elimination of the above items as accident potential.

Management has an obligation to the aviation community which it serves to promote to the extent of its capabilities, education in safety and utilization of the highest professional standards in instructional technique. Thereafter, the burden justly falls upon the instructor to present a professional image to the community which he serves. He can neither present nor maintain that professional image with less than professional ethics. The instructor who recommends one student per year should have the same dedication and he has no less an obligation to the aviation community than does the instructor who recommends many. We know instructors who enjoy a reputation of excellence in their community. It is very unlikely that any one of them achieved this position without dedi-

FAA INSPECTORS' CORNER

cation and some personal sacrifice. Never has there been more urgent need or greater opportunity in the flight training field than today when a young pilot with a fresh instructor's rating can find immediate employment. It is unfortunate that many of them find themselves working without benefit of an experienced chief flight instructor to counsel them in time of need.

There is no quick and easy way to obtain the background of experience, knowledge and skill that the professional flight instructor must acquire in order to provide the high quality of training so necessary for safe and efficient utilization of the navigable airspace. The young flight instructor must recognize this fact and use every opportunity to avail himself of the experience of others, attend flight instructor seminars and upgrade his own flying skills with additional ratings. He must also clearly understand that he has a moral obligation to provide the best instructional guidance to his students to make every effort to instill in them the desire, as well as the need, to comply with the Federal Aviation Regulations and to instill, by example, the basic belief that no pilot should willingly jeopardize the safety of others.

We respectfully urge all flight instructors, from the inexperienced to the pro, to evaluate their own performance in line with these requirements. In addition, we wish to emphasize that the increased activity in today's airspace necessitates added attention to compliance with good operating practices and greater operational discipline, especially when flying in the vicinity of airports. Flight safety, traffic pattern capacity and improved runway "in use" utilization can be achieved by greater in-flight courtesy demonstrated by diligent adherence to good operating practices.

WE URGE YOU TO—

1. Place special training emphasis on radio communications, traffic patterns, look out procedures, clearing maneuvers and the need for "alertness."
2. Demonstrate professional traffic pattern entry and traffic flow spacing techniques.
3. Visit the General Aviation District Office, Air Traffic Control Tower and Flight Service Station with your student.



4. Emphasize maximum and efficient use of available radio and radar services.

5. Recognize that when engaged in pilot training utilizing the IFR system facilities, a procedural error or a deviation from an ATC clearance or instruction may result in a collision hazard when operating on an IFR flight.

In order to minimize the operational hazards caused by errors in procedure or deviations from an ATC clearance, or instructions during training operations in the IFR system AND TO COMPLY with the Federal Aviation Regulations, the following actions are required:

1. ATC clearance and procedures must at all times be complied with in either VFR or IFR weather conditions while operating on an IFR flight plan.

2. When it is considered desirable to allow a deviation to occur in order to emphasize a trainee's error, the IFR flight plan must be cancelled if in VFR conditions or an amended clearance obtained if under actual instrument conditions before a deviation occurs or is permitted.

When conducting a checkout instruction in a more advanced or complex aircraft, use original certification training maneuvers and procedure in order to insure the trainee's utmost capability and safety once he is on his own.

We sincerely believe that a measurable contribution toward safety can be made by all who make a conscientious effort in adherence to the above principles and that together we can and will make Montana Aviation a leader in a quest for SAFETY.

The following was submitted by F. W. Lueneburg, Supervising Inspector, CE-GADO-1, Billings:

A NEBRASKA PESTICIDE ACCIDENT

(NOTE: Information about the following tragedy that occurred at Dunning, Nebraska, on June 29, was obtained from personal interview with parents and doctors. The parents of Byron Milleon have consented to its use with the hope that the information will in some way help prevent similar accidents involving pesticides and empty containers.—John D. Furrer, Extension Pesticide Specialist.)

An empty pesticide barrel purchased for \$2.00 was instrumental in the death of one boy and the serious illness of two others at Dunning, Nebraska.

It was a hot Saturday afternoon on June 29, 1968. The three boys—Byron Milleson, age 6, David Copp, age 7, and Kurt Saner, age 6—were running through the sprinkler in the Milleson yard. The boys decided the new trash barrel could add to their fun. They rolled it into the yard and filled it with water. Since the barrel belonged to the Millesons and the play was in their yard, Byron spent more time in the barrel. David and Kurt took turns jumping in the barrel with Byron.

About 6:00 p.m., Byron's mother noticed the boys playing in the barrel. She asked them to stop which they did. It's not known for sure how long the boys had been at play with the barrel. David's mother (the Cops are neighbors of the Millesons) thought it was somewhere between 30 and 45 minutes. Afternoon play ended and David and Kurt went home.

About 8:30 p.m., Byron's sister informed her parents that he was vomiting. When vomiting continued at rather frequent intervals, his parents thought he may have swallowed some of the water from the barrel. The doctor was called. He advised bathing and continuation of vomiting. However, Byron's condition grew worse. He became extremely hot, sweaty, and thirsty. Later, convulsions developed. His eyes failed to focus; his muscles and limbs became uncontrollable.

While Byron was still in the bath tub, his sister came running and said that David was also vomiting. Preparations were made to rush Byron and David to the doctor. Mr. Milleson tried to obtain information from the label on the barrel. The label was mutilated. He was able to determine the brand name "DePester" and part of the chemical name, para---.

In the meantime, Mrs. Milleson called Kurt's parents and advised them on Byron's and David's condition and urged them to watch Kurt.

The Blaine County sheriff escorted the Millesons to Broken Bow, 42 miles away, arrived about 9:30. The sheriff radioed ahead and had the hospital and doctor notified of the emergency. Byron was unconscious upon arrival. Kurt's parents rushed him to the hospital in Mullen.

The original contents of the barrel were not known for certain. The sheriff took Mr. Milleson and Mrs. Milleson's father to the airport and brought back to the hospital a similar barrel. Then it was discovered that the barrel had contained parathion and that atropine was antidotal. Atropine was administered to both Byron and David. Byron failed to respond and passed away at 11:15. David responded to the atropine treatment. Muscle spasms stopped about 4:00 a.m., on Monday, July 1.

Kurt started recovering Sunday morning. His muscle spasms ended about 18 hours after treatment started. Both Kurt and David developed pulmonary edema (fluid in the lung cavity). Five days after hospitalization, Kurt had difficulty keeping food down. However, both boys were released from the hospital on July 6.

The three boys suffered parathion poisoning through skin absorption of the chemical. The boys indicated they did not swallow any of the water in the barrel. When the top was cut out of the barrel, there was no liquid present, only an oily film on the interior surfaces. Parathion like most other pesticides can be taken into the body in three ways — by mouth, through the skin, and by inhalation. Two drops of parathion is the lethal dose for a small child.

All of us could retire nicely in our old age if we could dispose of our experiences for what they cost us.

CANADIAN PIONEER PILOTS RECEIVE MONTANA AND THE SKY

Copies of the book "Montana and the Sky" by Frank W. Wiley were presented to visiting dignitaries at the recent luncheon in Alberta, Canada, honoring Pioneer Bush Pilots. The Government of Alberta and the City of Edmonton hosted the luncheon to honor the pilots, many of whom had set records in the late 20s and early 30s with such companies as Western Canada Airways and the McKenzie River Air Services.

In addition to Wiley's book, other presentations included a handsome plaque from the Alberta Aviation Council to the Edmonton Quarter Century Club and a scroll to the city of Spokane from the city of Edmonton.



Admiral Al Davis of the Klondike Assn. presented copies of "Montana and the Sky" to distinguished guests. Seated, the Lieutenant Governor of Alberta, the Hon. Grant McEwen. (Betty Wadsworth photo)



Mrs. Jimmy Bell, whose husband was the Manager of the Edmonton Airport for many years shows her copy to Mrs. Harry Hayter, whose husband flew for McKenzie Air Service before it was absorbed by Canadian Pacific. (Jimmy Bell was one of several Canadian Pioneer Pilots appearing in "Montana and the Sky"). (Betty Wadsworth photo)

SAGE SAYINGS

Of all the things you wear, your expression is the most important.

Remember, Worry is interest paid on trouble before it becomes due.

Nine-tenths of wisdom consists in being wise in time.

TOM WESTALL IN ALASKA



Tom Westall, former flight operator at Dillon, stated in a recent letter that he has assumed his new duties as General Aviation Inspector with FAA's GADO No. 1 in Anchorage, Alaska.

He wrote that "All is Well" and sent his regards to all his friends in Montana.

STATISTICS

Will your **first accident** be your last day alive?

61/37
65/22
78/18
69/18
45/15

	Accident Total	Fatalities
1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total	69	18
1968 To-Date	45	15

CIRCLE AIRPORT DEDICATED

The Airport Dedication will be held in conjunction with Circle's Town and Country Celebration, September 28th.

Fly-In Breakfast from 7:00 a.m. until 10:00 a.m. sponsored by the local Chamber of Commerce.

Another

FAMILY AVIATION EVENT Circle on September 28th

It is hard to believe that America was founded to avoid taxation.

AVIATION MEDICAL EXAMINERS IN MONTANA

All Examiners listed are authorized by the FAA to conduct airman physical examinations for Second Class and Third Class Medical Certificates. They are also authorized to issue the combination Medical-Student Pilot Certificate. Those physicians further authorized to issue First Class Medical Certificates are identified by the notation "ATR."

City	Physician	Address
Big Timber	Vernon D. Standish	127 McLeod
Billings	Herbert T. Caraway Leonard W. Etchart Allan L. Goulding Darwin F. Johnson, Jr. Frank R. Mohs James D. Morrison Richard C. Nelson	1231 N. 29th ATR 16th St./Grand ATR 2802 Ninth Ave. 16th St./Grand 2802 Ninth Ave. 1241 N. 28th ATR 412 N. 28th
Bozeman	Richard L. Cole Francis L. Sabo Albert L. Vadheim	Professional Bldg. 104 East Main 300 N. Willson
Butte	Harvey L. Casebeer Robert W. Thometz	320 S. Clark 9 E. Park ATR
Chester	Richard S. Buker, Jr.	Liberty Co. Hospital
Chinook	Wilfrid A. McCannel	128 Indiana ATR
Columbus	Clarence H. Swanson, Jr.	Stillwater Clinic
Cut Bank	James R. Markette Robert E. Sletten	140 S. Central Bank Block
Dillon	Marvin N. Cinnamon	306 S. Idaho
Ekalaka	Richard E. Musser	
Fort Benton	Wm. F. Gertson	1510 St. Charles
Glasgow	Bridger P. Little	Smith Clinic
Glendive	Richard O. Chambers John M. Sisson	1312 N. Meade Medical Center
Great Falls	Ivan A. Allred James J. Bulger Felix H. Crago William B. Gerlach Thomas M. Keenan John F. McGregor Waldemar N. Person Robert E. Wynia	503 First Ave. N. ATR College Park Center 1220 Central ATR 504½ Central W. ATR 501 First N. ATR 301 Ford Bldg. ATR 1220 Central 2301 12th Ave. S.
Hamilton	Charles R. Petty	202 S. 3rd St.
Harlowton	Laurence D. Jones	10 Division
Havre	Albert W. Axley N.A. Franken Duncan S. MacKenzie	Havre Clinic Medical Arts Bldg. ATR 301 Fourth Ave.
Helena	John R. Burgess, Jr. William J. Hoopes Amos R. Little, Jr.	820 N. Montana 1930 Ninth Ave. 820 N. Montana ATR
Jordan	Brownlow C. Farrand	Main Street
Kalispell	Virgil D. Ferree	110 Third E.

Laurel	Matthew W. Calvert	14 First Ave. ATR
Lewistown	Joseph P. Fraser Paul J. Gans Hollis K. Lefever	119 E. Main 119 E. Main ATR 119 E. Main
Livingston	Porter S. Cannon William E. Harris Robert E. Walker	Livingston Clinic 601 Robin Lane 601 Robin Lane
Miles City	Lawrence Campodonico Edwin L. Stickney Malcolm D. Winter	6 N. Seventh 2000 Clark 6 N. Seventh
Missoula	Ernest Bargmeyer Charles P. Brooke Norman S. Green John E. Minckler Allan P. Turner	1903 Bancroft Fifth & Orange ATR Fifth & Orange 501 W. Broadway 235 E. Pine
Plentywood	Harold R. Messinger Gaylen J. Stoner	501 W. Highland 120 E. Second
Polson	Ward E. Benkelman	201 Main
Roundup	David R. Davis	20 11th Ave. W.
Scobey	Merle D. Fitz	
Shelby	Robert F. Stanchfield	925 Oilfield Ave.
Sidney	William B. Danner Oscar A. Swenson	602 S. Lincoln ATR 222 Second Ave.
Whitefish	Bruce C. McIntyre Wilfred S. Miller	Whitefish Clinic 312 Second St.
Wolf Point	R. D. Knapp	226½ Main

BUSINESS AIRPLANE SAVES TIME AND MONEY

The AOPA recently ran a cost study of a sales executive's use of a light, single-engine aircraft with retractable gear versus use of an automobile to cover the same sales territory. The results are an eyeopener for those people who think they can't afford to operate a business aircraft. Costs were as follows:

Aircraft	
Time: FOUR WEEKS	
Mileage: 11,100	
Lodging, meals, etc.	\$ 450.00
Rental Cars	195.00
Landing Fees, tie downs	52.00
Fuel and Oil	278.65
Depreciation, maintenance, and overhaul reserve	350.00
	\$1,325.65

Automobile

TEN WEEKS	
11,100 @ 10c/mile,	
tolls, pkg.	\$1,250.00
Lodging, meals, etc.	1,320.00
	\$2,570.00

Cash savings for the sales tour by aircraft amounted to \$1,244.35. More important, was the time saved. The flying salesman was equal to two and one-half ground-bound salesman. At a salary of \$20,000.00 he is making an extra \$30,000.00 annually for his company. At this rate, nearly every company can pay for a new aircraft every year out of the savings the aircraft provides.

Order your plane today!!

The only way to get anywhere is to start from where you are.

TIGHTER OPERATING RULES PROPOSED FOR AIR TAXI OPERATORS

Air taxi operators using aircraft weighing over 12,500 lbs. would be required to observe the same general rules that now govern certain airline operations, under a proposal announced by the Federal Aviation Administration of the Department of Transportation.

Application of the air carrier rules, FAA says, would provide the additional safety factors necessary in operating large aircraft.

The proposal would require non-scheduled air taxi operators who have CAB authority to use large aircraft to meet the rules applying to supplemental air carrier operators. Those operating scheduled service would have to meet the rules applicable to the domestic scheduled airlines. Operations specifications, previously issued by FAA to these operators will remain in force.

Proposed maintenance requirements for these operators would conform to the regular air carrier maintenance procedures. These are based on a program of continuous maintenance of the aircraft, in contrast to the periodic maintenance and inspection that now govern all air taxi operations.

FAA also has under consideration additional rule-making action to update air taxi operating rules in general. Being introduced into the nation's air taxi fleet are larger, heavier, and faster aircraft. Some of the models to be employed by operators of so-called "small" aircraft, although still under 12,500 pounds, will carry as many as 19 passengers. About 200 of these small aircraft air taxi operators operate on a scheduled basis and some of them have interline arrangements to carry passengers for the domestic scheduled airlines. Recognizing the increased responsibilities of these operators, FAA has issued, as an interim measure, operations specifications which are similar in many respects to those assigned the operators of large aircraft.

Comments on the notice of proposed rule-making (Docket No. 9026; Notice 68-19) should be submitted in duplicate before October 23, 1968 to FAA Rules Docket, GC-24, 800 Independence Avenue, S. W. Washington, D.C. 20590.



MONTANA HISTORICAL SOCIETY

6th and Roberts

Helena, Montana 59601

☐ check enclosed ☐ charge account

Please forward to the undersigned the following:

_____ Copies "MONTANA AND THE SKY" by Frank W. Wiley
(Regular Edition at \$10.00 each)

NAME _____

Street, Avenue or P. O. Box _____

City _____ State _____ Zip _____

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601

Address Correction Requested



SEPTEMBER, 1968

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